Paris’ cycle plan and the need for partnership

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President of ECF
1. Where we come from
2. Paris strategy in cycling development
3. Redesigning public space
4. A policy strengthened by co-construction and partnership
Where we come from
Where we come from...

1960-1970s’ motto: “The city must adapt itself to cars”

1980-1990s’ motto: “If Paris wants to drive, let’s do it!”
Background

Average NO2 concentration in 2017

<table>
<thead>
<tr>
<th>Region</th>
<th>Metropolitan area</th>
<th>Paris</th>
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</thead>
<tbody>
<tr>
<td>Inhabitant total</td>
<td>12 000 000</td>
<td>7 000 000</td>
</tr>
<tr>
<td>Inhabitant &gt; 40ug/m3</td>
<td>1 300 000</td>
<td>1 300 000</td>
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</tbody>
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Background

5% of journeys made using bike
2018/2019: +30% of cyclists counted using bicycle infrastructures
Paris cycling strategy
Paris cycle plan 2015-2020

PARIS TRIPLE LE BUDGET VÉLO

POUR 3X PLUS DE VÉLO À PARIS

- **63 millions €** pour l’aménagement de pistes cyclables
- **40 millions €** pour des aménagements cyclables dans le cadre des grands projets (places, transports en commun)
- **30 millions €** Double sens cyclable de l’ensemble des rues dans le cadre de la mise à 30 km/h de Paris (hors grands axes)
- **7 millions €** pour le stationnement des vélos (voirie et sécurisés)
- **10 millions €** pour l’aide à l’achat de triporteurs et vélos cargos, électriques ou non
Paris cycle plan 2015-2020
Carte des axes principaux cyclables
Cycling infrastructures
Cycle Express Network : rue de Rivoli - before
Rue de Rivoli:

- **15 to 20% of traffic during the day** (without counting walkers)
- **Up to 30% during the morning rush hour**
- On average, on a week morning rush hour (between 9 and 10), we counted in February 247 bikes and 558 cars.
Cycling infrastructures

The crossroad of 2 Express bike roads
Cycle Express Network: the crossroad
Contraflow bike lane

30 speed limit zones and against the flow of traffic cycle lanes covering the whole city by 2020

Share road zones to be developed
More cyclist-friendly circulation rules

30 speed limit zones and against the flow of traffic cycle lanes covering the whole city by 2020
Share road zones to be developed
Traffic code amendments

Right to go through a red light in some cases in order to turn right or go straight
More cyclist-friendly circulation rules

7,000 advanced stop lines for bicycles

Security
Parking amenities

Foster inter-modal commutes
Create new secured offers for bike parking: Vélo-boxes
+ 10 000 bike parking spaces
Foster bike culture

Pour tous les parisiens
Une subvention jusqu’à 400€ pour l’achat d’un vélo ou cyclomoteur à assistance électrique

Foster bike culture
Support the associations
2018: launch Velib 2
20,000 bikes soon in 2019. 30% of them are electric assist bikes
Expansion to 37 new metropolitan territories (67 municipalities overall)
The Velib Experience
Redesigning public space
Redesign public space – the Seine riverbanks

A riverbank turned into a motorway, then turned into a park

Left bank pedestrianized in 2013
Right bank in 2016

More than 1000 cyclists per hour on week mornings!
Redesign public space – Rue du Château 14ᵉ arr.
Redesign public space – Terre-plein Vaugirard 15ème arr.
Redesign public space – Porte d’Italie
Redesign public space – Transforming major squares
Redesign public space – Place de la Bastille

+ 11,000 m² of pedestrian space
+ 48 trees
+ a bidirectional cycle path
Il existe forcément un quartier Paris Respire près de chez vous.
Sharing public space through time

Champs Elysées without cars, one Sunday a month
Car free day
A policy strengthened by co-construction and partnership
Co-constructed policies
Support (from?) the associations
Journée d'échanges nationale

Carrefours à feux :
vers de nouvelles pratiques
pour une ville
des mobilités actives !

Mardi
6 novembre
2018
Paris
Auditorium
de l'Hôtel de Ville
International networks

→ Exchange best ideas & practices
→ Help members committing to bike-related objectives
→ Legitimate local policies